

CONSTRUCTION

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FREDERICK REED, Editor

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Town Planning in Great Britain

THOMAS ADAMS *

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THOMAS ADAMS *

I.—Building Development prior to 1909.

FROM 1875 to 1909 the control of building development in British cities, towns and urban and rural districts was chiefly exercised under local by-laws based on the Public Health Act of 1875 and subsequent amended Public Health Acts. These public general Acts have been supplemented in many towns and districts by local Acts to meet special local needs or conditions. Hence, although the control of sanitation and road and building construction has been carried out in the main on identical lines throughout the country, numerous authorities have from time to time secured for themselves special and exceptional powers. As a general rule, however, the development of land has been regulated by the model by-laws of the Local Government Board, based on the Public Health Acts. These have been prepared in two sets, applicable to urban and rural areas respectively.

But the very nature of a code of rules which have to be generally applied tends to stereotype development in accordance with the minimum standards laid down, and while preventing sanitary ill-doing below these standards they do not encourage sanitary well-doing above them. Under by-laws an owner of land who is engaged in developing his estate gets no advantage by improving on the least that is required of him, and local authorities possess no discretionary powers to vary the by-laws to meet special cases, however desirable this variation may be in the public interest.

For instance, under the by-laws the standard width of roads is the minimum prescribed, which is from 36 ft. to 45 ft. A case might arise in which an authority desired to have a 60 ft. street, but was willing to allow a smaller width than the minimum on some other purely residential streets if the owner of the land proposed to be developed gave the extra land and the additional cost required for the wider road, but naturally no such arrangement can be authorized under a code of rules applicable to general conditions.

In spite of these natural disadvantages the British by-laws have secured a very high standard of road construction, a comparatively satisfactory minimum of air space and very efficient control of sanitation. This is proved by the increasing improvement in the general public health, notwithstanding the expansion of cities and the depletion of rural districts, with the consequent increasing concentration of the population on the land.

But of course, the experience gained during the period in which by-laws have operated has taught

certain lessons and has indicated along what lines further progress can be made. From the point of view of convenience of traffic the by-laws have not prevented main arterial roads being made too narrow for public requirements, and it is considered that they have not given local authorities sufficient control over the direction and situation of streets, or over the prevention of cul-de-sacs. From the point of view of health the fact that the by-laws have raised the cost of developing land by insisting on a fairly high standard of road construction and sanitation has tended to encourage rather than to discourage the concentration of dwellings on developed areas, with the resulting narrow frontages and deep back projections that shut out sun and air from parts of the houses. From the point of view of amenity, the absence of bargaining power on the part of the local authorities has prevented them from agreeing to the preservation of trees in streets, or from securing the provision of open spaces in exchange for giving up some lesser advantage. Some public men have urged that by-laws should be framed on more elastic lines to meet such special cases, but there are obvious difficulties in following this advice. From these observations it will be noticed that by-laws have operated in a very limited sense in controlling the planning of areas according to schemes agreed between the local authorities and owners.

II.—Garden Cities and Garden Suburbs.

Side by side with the experience of the limitations of by-law control a series of interesting and useful practical experiments have been in progress of development in England during the past ten years. Garden cities and suburbs are essentially an English creation, and the first important example of this method of development was the garden village of Bournville, established near Birmingham as the result of the enterprise of Mr. George Cadbury and his family. These schemes have been a growing force in Britain and have had a considerable influence in promoting town planning as it is understood in that country. One of the underlying principles of the movement was the predetermined planning of the sites proposed to be developed.

The establishment of garden cities, i.e., towns of a self-contained character built up from the beginning in rural areas, was first advocated by Ebenezer Howard in his book called "To-morrow;" and as the outcome of this advocacy a first experiment is already well on its way to successful consummation at Letchworth, 34 miles from London. Its economic basis rests on taking advantage of the growing tendency of manufacturers to move out from crowded centres to rural and partly rural areas and to obtain the advantage of the resulting conversion of land having an agricultural value into land having a building value. The basis is sound if the conversion can

*Paper read at the recent international convention held in Berlin, Germany, by Mr. Adams, who is a member of the Government Board of England for the administration of the Town Planning Act.

be made rapid enough to prevent too great a leakage of capital in loss of interest on the first cost of lands and works of development. Letchworth may have "hung fire" too long to be likely to succeed as well as its promoters anticipated, but it has overcome the preliminary difficulties necessarily associated with the beginnings of such an experiment, and has reasonable prospects of being a financial success. It has already succeeded in teaching public men in Europe and America many valuable lessons. More than a score of factories are now established in the new town, where every facility has had to be provided as the need for it arose, and over 7,000 people now inhabit an area which consisted of fields devoted solely to agricultural purposes about eight years ago. The Garden City movement is not a "back to the land" movement in the sense of inducing the people to return from town industries to agriculture. On the contrary it accepts the town, and all that pertains to it, as an inevitable growth, and having done so insists that in the interests of posterity that town conditions should not be, as they need not be, less healthy than country conditions.

One of the reasons advanced by Mr. Howard why new towns should be created in preference to improving old towns was that apart from the great advantage obtained in regard to the cost of sites, the planning of the areas could be arranged in advance to meet all future needs, thus avoiding the almost prohibitive costs which are necessarily incidental to schemes of reconstruction in the older centres. Another was the advantage of designating certain areas for works, other areas for residences, and others for agricultural purposes. A third was the understood rule that every house should have a garden of reasonable dimensions. In these three respects we shall see that the British Town Planning Act is based on principles similar to those which underlie the Garden City movement.

This wider spreading of the population has been rendered more feasible in recent years owing to the great improvement in the means of transit. One of the arguments used against it was that by widening the circumference of development the mileage and cost of travelling to and from the centre is increased, but this objection is not found to be a serious one in practice. The important point in connection with transport is the time spent in travelling between two given points rather than the distance between these points. In England we find that at certain secondary centres, ten, twenty or thirty miles from the principal centre, there is a proportionately quicker service of trains than at the nearer intermediary points, so that those living further away may spend least time in travelling. By creating secondary centres some distance from the town, arrangements can be made to have accelerated services of trains. Moreover, by moving both works and workers into garden cities the necessity for travelling is greatly lessened in some cases and entirely obviated in others, notably in the case of those earning least wages.

Apart from these facts, the proper planning of areas tends to fill up the sites more evenly and less in straggling groups with intervening areas undeveloped, and as the circumference enlarges the population accommodated between two given points in the radia become proportionately greater. Therefore on the whole a more healthy and at the same time a more scientific distribution of the population should not add materially to the cost of travelling in time or in money.

The Garden Suburb movement is distinct from the Garden City movement in that it has for its object the better housing of the people in the suburbs of existing towns. In this respect it is more closely identified with town planning than the Garden City. In the respect that it is purely residential in character the Garden Suburb is, however, less like what an average town planning scheme will be than a "Garden City" scheme. The Hampstead Garden Suburb is the most successful example of the garden suburb created by private enterprise before the Town Planning Act came into force. Now that this Act exists local authorities can obtain all the advantages offered by the private garden suburb under a town planning scheme. Coterminous with the early stages of development of garden cities and suburbs, at a time when the need was felt for more elastic and comprehensive powers than were possible under a code of by-laws, public notice was drawn to the example of Germany and Sweden in matters connected with the planning of cities. "The Example of Germany," a book written by Mr. T. C. Horsfall, took a considerable part in attracting public notice to this aspect of the question, and since its publication there has been a constant stream of visitors to Germany to inspect some of its beautiful cities.

Although Britain has no doubt profited by Germany's example, yet, in view of the difference between German and British conditions, the British Planning Act has of necessity had to be cast in a very different mould to the Prussian Act of 1875. The former goes much further in dealing with undeveloped areas, but is probably much more limited in its scope in dealing with areas already built upon.

The Act of 1909.

Part II. of the Housing, Town Planning, etc., Act, 1909, was thus placed on the statute book after a period of thirty-four years' experience of the by-laws, after some lessons had been derived from the Garden City movement, and after attention was drawn to the examples set by other countries, including Germany.

Town conditions in Britain are peculiar in that the natural tendency is for the population to spread over wider areas than in Continental cities. The same urban population covers larger areas in England than is the case in Germany, and therefore in proportion to the increase of population a greater acreage is covered every year by houses. In a speech delivered by Mr. John Burns, President of the Local Government Board in England, to whose statesman-

ship the Housing and Town Planning Act is due, he said that in every fifteen years 500,000 acres of land was converted from use as agricultural land and used for new houses, railways, factories and workshops. The town planning part of the Act of 1909 has for its chief aim the controlling of this new development in order to secure the objects of convenience, amenity and proper sanitation in connection with it. It is not concerned with the acceleration of development, but merely with its proper control in the public interest. For this purpose local authorities may either promote schemes themselves, or adopt schemes of owners, dealing with land which must either be "in course of development" or "likely to be used for building purposes." The Act provides that the latter description may include land proposed to be used as open spaces, roads, etc., but only allows the inclusion of land already built upon, or that which is comprised in existing open spaces if these are so situate to the remainder of the area that in the opinion of the Local Government Board they ought to be included. Buildings may not therefore be included for any purposes solely connected with themselves, but only for some purpose connected with a scheme as a whole, or with that part of it which deals with an undeveloped area.

But buildings may be demolished or altered if this is necessary to carry a scheme into effect. In Britain we look to our Housing Acts to control the sanitary condition of existing property, and Part I. of the Act of 1909 added considerably to the powers of local authorities in this respect. The town planning part of the Act does not overlap with these powers and, I have already pointed out, is primarily concerned with proposed and not with existing development.

A local authority has to make out a *prima facie* case to the Local Government Board before it can embark on the preparation or adoption of a scheme. This case rests on the suitability of the land proposed to be planned, its likelihood to be used for building purposes, and whether any object of the Act is to be served by preparing a scheme. It is important to note as justification for this preliminary step that the consent of the Board carries with it the power to control any development within the area of the proposed scheme while it is being prepared. After the application of an authority is sent to the Board, or after such other time as the Board may fix for the purpose, no person is entitled to obtain compensation on account of any building erected on, or contract made or other thing done with respect to land included in a scheme.

An important provision in the Act is that it enables local authorities to include in their schemes land "in the neighborhood" of their areas as well as within their own boundaries, if they satisfy the Local Government Board that such land should be included. Therefore the ordinary artificial boundaries of towns and districts do not necessarily apply to the areas of town planning schemes, and in the absence of co-operation between two authorities one may be

able to make out a case for including part of the area of the other. While this power is given the Act appears to contemplate and provide for a large measure of co-operation between different local bodies and between these bodies and the owners of land. Every person interested has to be notified at each stage of the scheme, and statutory conferences have to be held with a view to encouraging co-operative action.

A town planning scheme may go so far as to include provisions for suspending enactments contained in public general Acts, but whereas in nearly every case the approval of the Local Government Board is sufficient to make a scheme operative, in the case of suspension of enactments a draft has to be laid before Parliament, which has a right to object to the scheme.

Section 58 of the Act, dealing with compensation, is of exceptional interest. Any person whose property is injuriously affected by the making of a town planning scheme is entitled to compensation if he makes a claim. The words in italics should be noted, as they lay the basis of any claim which is made. This section includes the limitation as to work done after the application is made to the Local Government Board.

The Act is probably unique in providing for recovery by the authority of half of any increase in the value of property which is due to the "making of the scheme." In both cases the question of depreciation or appreciation of the value of property as a result of the scheme being made has to be settled by a single arbitrator appointed by the Local Government Board, unless the parties agree on some other method.

There are two important respects in which claims for compensation are excluded. One is that no claim Construction Adams Town planning four can be made in respect of provisions included in a scheme when they are such as would have been enforceable if they had been contained in local by-laws. Anything which may therefore be determined as reasonable and proper in a by-law may apparently be included in a scheme without compensation having to be paid, even if injury is caused. The second respect is more important still, as it suggests certain positive directions in which town planning schemes may go further than the by-laws in controlling buildings within the area of a scheme. I shall quote it in full:

"Property shall not be deemed to be injuriously affected by reason of the making of any provisions inserted in a town planning scheme, which, with a view to securing the amenity of the area included in the scheme or any part thereof, prescribe the space about buildings or limit the number of buildings to be erected, or prescribe the height and character of buildings, and which the Local Government Board, having regard to the nature and situation of the land affected by the provisions, consider reasonable for the purpose."

This sub-section speaks for itself and indicates the

wide scope and great possibilities of the Act if wisely applied.

Provision is made in the Act for revoking schemes by approval of the Local Government Board, for compulsory purchase of land and for action of the Board in cases of proved default.

When a scheme is approved by the Local Government Board it has effect as an Act of Parliament. The Board has prepared a set of Procedure Regulations which have to be conformed to in the various stages of preparation, and has also power to prepare, but has not yet prepared, a general set of provisions for carrying out the objects of the scheme.

There follows a brief *résumé* of the most important powers conferred by the Act of 1909 in regard to town planning. They show a great advance on the powers hitherto possessed by public bodies in Britain in connection with the development of land. Added to the increased powers granted by housing legislation, they should do much to help in solving the evils associated at all times with the disorderly and unscientific growth of towns. Local authorities are now able to exercise foresight in determining the position and width of main arterial roads in the suburbs of our towns before development takes place; they are now encouraged to exercise judgment in regard to the lay-out of their suburban areas, because they are asked to initiate schemes and not merely to see that they conform to general regulations, and they are able to take a more active interest in the amenities of their district, because an Act of Parliament enables them to protect them. At every stage in connection with town planning schemes co-operation is suggested, and by these schemes new forces will be set at work to stimulate co-operation between all parties interested in the development of building land. The proper planning of land development and the preservation of amenities are as desirable in the interests of private owners as in the interests of the general community from an economical point of view, and from the point of view of public health, who can defend the enormous waste of vitality and happiness which is caused every day by the disorder, the congestion, the overcrowding, and the shutting out of the beauties of nature from the homes of the people, which have together been the result of the haphazard growth of towns in the past.

Practical Working of the Act.

I have only space for brief reference to the working of the Act. For practical purposes it has only been in operation for little over a year. During that time it is estimated that about 100 authorities in England have taken preliminary steps with a view to eventually securing the consent of the Local Government Board to the preparation of schemes. The Board has held twenty inquiries into schemes, and has consented to the preparation of seventeen. Two inquiries have also been held in Scotland by the Scottish Local Government Board. Other applications are being received, and the general indications are that the Act will be very widely applied in the

course of a very few years. I am debarred, by reason of my official position, from dealing with this part of the subject as fully as I think it should be dealt with at your congress; but I trust that on the next occasion when you meet and when town planning has made more substantial progress, you will have the working of Part II. of the Act of 1909 more fully dealt with by another.

Town planning is a subject in regard to which Germany and Great Britain may learn from one another, and profit by each other's example. In both countries we want to proceed with some caution, after careful research and tried experience, but none the less boldly after having convinced ourselves what are the right lines along which to build up the cities of the future. The city is more than ever becoming the nursery in which civilized races are reared, and those of us who love our respective countries and desire their future welfare, can put our minds and hands to no better task than that of devising means and carrying out schemes to improve the health conditions in which our children have to live.

THE COMMITTEE on Town Planning, in reporting to the forty-sixth annual convention of the American Institute of Architects, recently held in Washington, D.C., said:

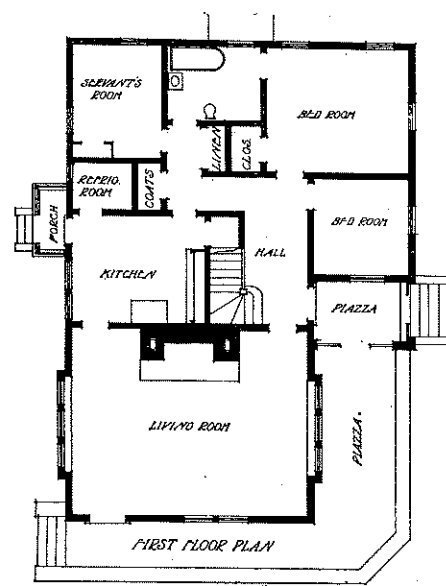
It is gratifying to note the continued interest and the growing appreciation of the value of town planning. During the past year many cities in the United States and Canada have turned their attention to the subject, some are taking active steps to improve their water fronts, solve the railroad problem or to plan civic centres. Others are turning their attention to suburban development and in a few more ambitious instances comprehensive plans are being prepared for the growth and development of the entire city.

The activity in the various societies and civic bodies continues and lectures on city planning and meetings devoted to the subject are on the increase. The result of these activities has been to interest the city authorities themselves and it is encouraging to note that in numerous cases the local city governments have espoused the idea, and recognizing the value of technical advice have appointed expert advisers to guide them in the development of their cities.

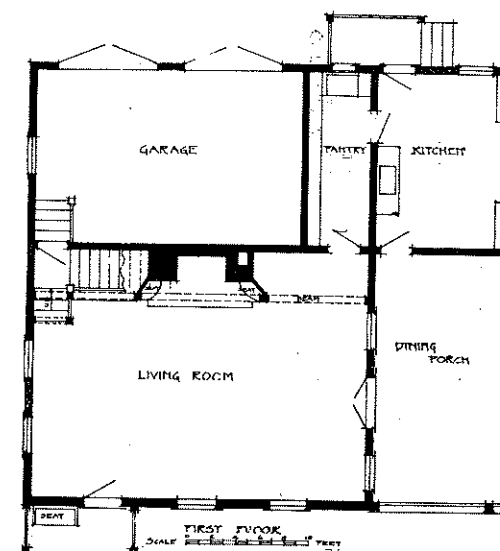
Much interest has been shown in the Town Planning Act now in force in England and it seemed possible that this Act or a modification of it might serve as a basis for a similar law that would be suitable to American cities. After consideration, however, this did not appear feasible. The English town planning law provides for a central body possessing absolute power who can criticize and control the plans for all English cities which must be presented to it for its approval. This does not appear to be possible in our country. The conditions, not only in different states, but in different cities, vary so greatly that we believe it would not be well to attempt to frame a general law.



BUNGALOW AT BAR HARBOR, ME.
CHARLES B. PERKINS, ARCHITECT.
(From The Brickbuilder.)

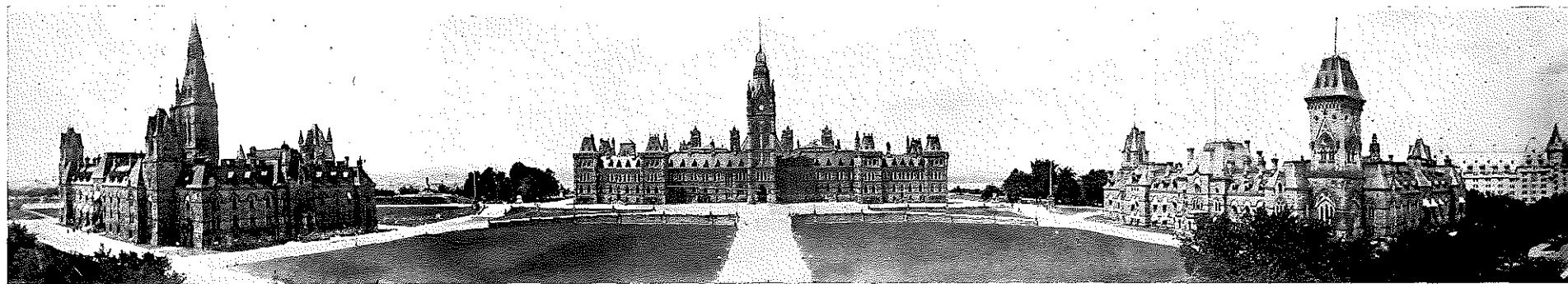
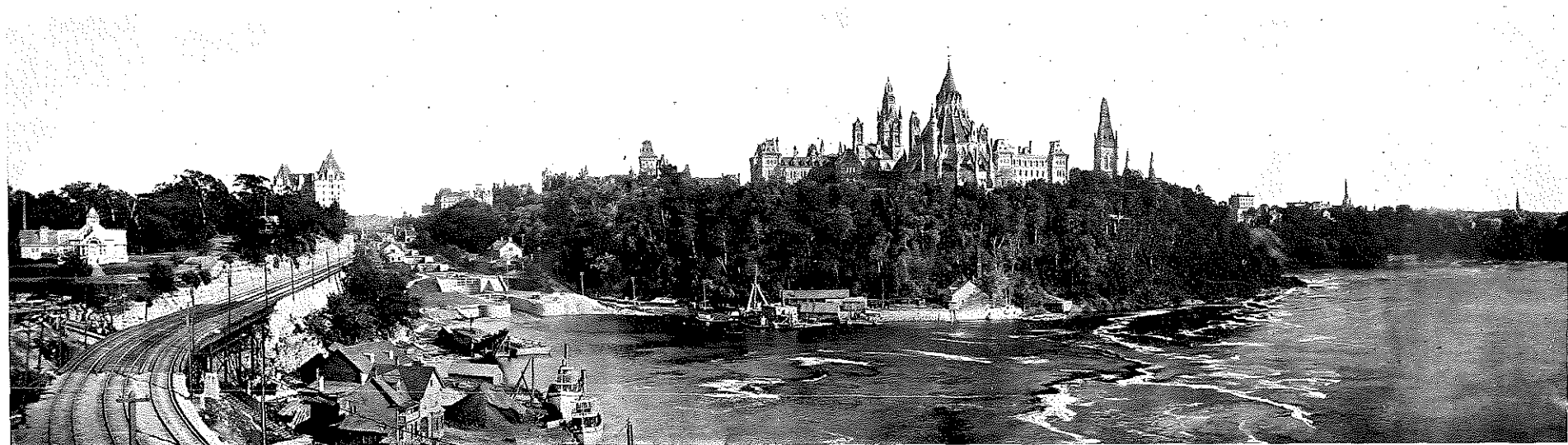


RESIDENCE AT RAVINA, ILL.
LAWRENCE BUCK, ARCHITECT.
(From The Western Architect.)

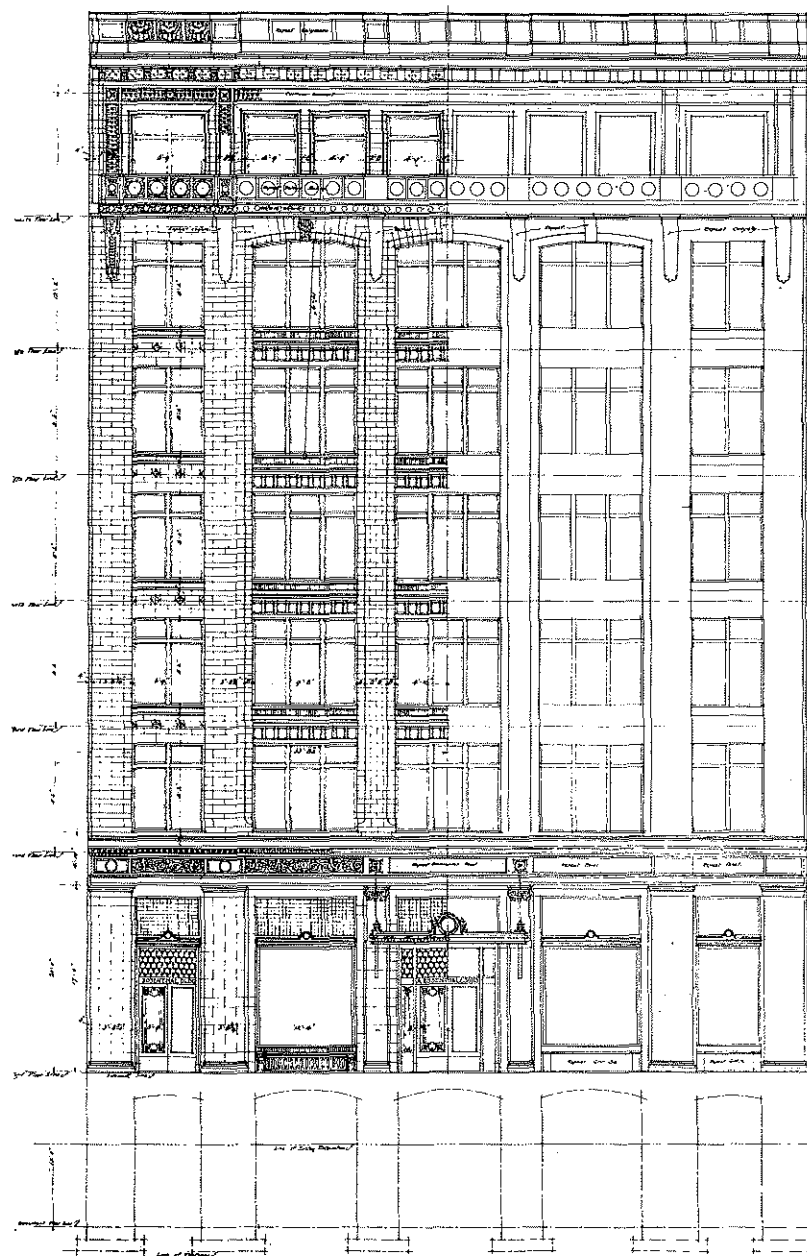


TWO EXAMPLES OF AMERICAN DOMESTIC WORK.

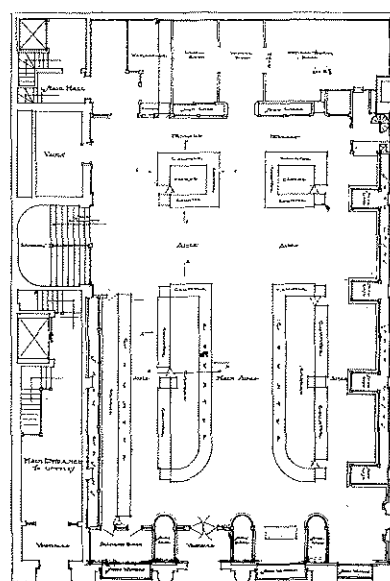
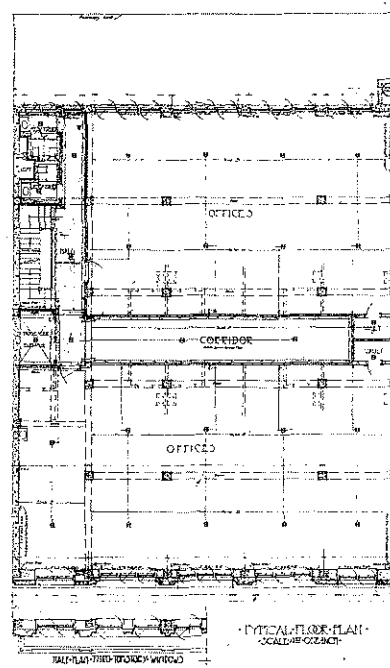
CONSTRUCTION will illustrate each month examples of modern work which is being erected in the architectural field of other countries. The aim is to present the manner in which problems similar to all parts of the world are being worked out. It is done in the spirit of helpfulness and may suggest ideas in design and planning which can be advantageously adopted.



THREE GENERAL VIEWS OF OTTAWA, ONTARIO.



DETAIL OF MAIN FACADE.



GROUND FLOOR PLAN.



MAIN FACADE.

BIRKS BUILDING, OTTAWA, ONT. WEEKS & KEEFER, ARCHITECTS.



STORE ROOM IN BIRKS BUILDING, OTTAWA.

Two New Buildings, Ottawa, Ont.

FOR SOME YEARS the commercial side of architecture in Ottawa has been at a complete standstill. Few buildings were erected until recently which showed any marked advance, and consequently a false impression was given to the thousands who visit the capital city annually. It is encouraging to note the vast improvement in this direction during the last two or three years, and bespeaks a promising future.

No city should receive more attention to the character of its buildings since the whole country is more or less measured by the artistic development of its capital. Ottawa is exceptionally favored in its natural surroundings and should allow of no new structure which might detract from the general artistic appearance of its streets. Once the atmosphere of beauty permeates throughout the city there will be little need of unfavorable comment.

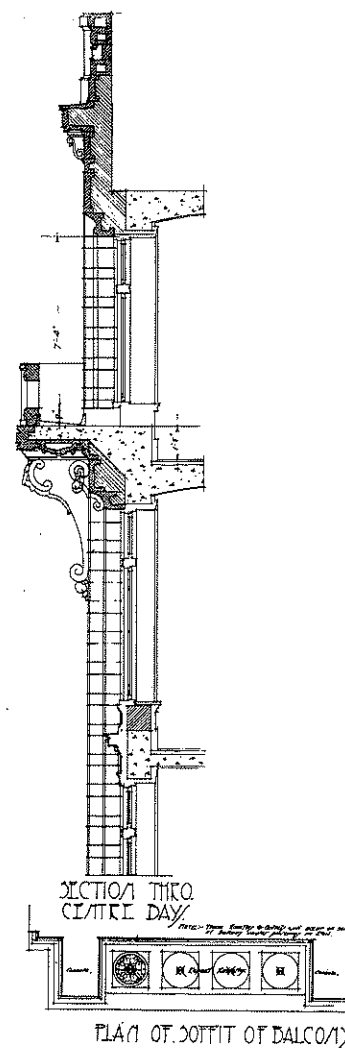
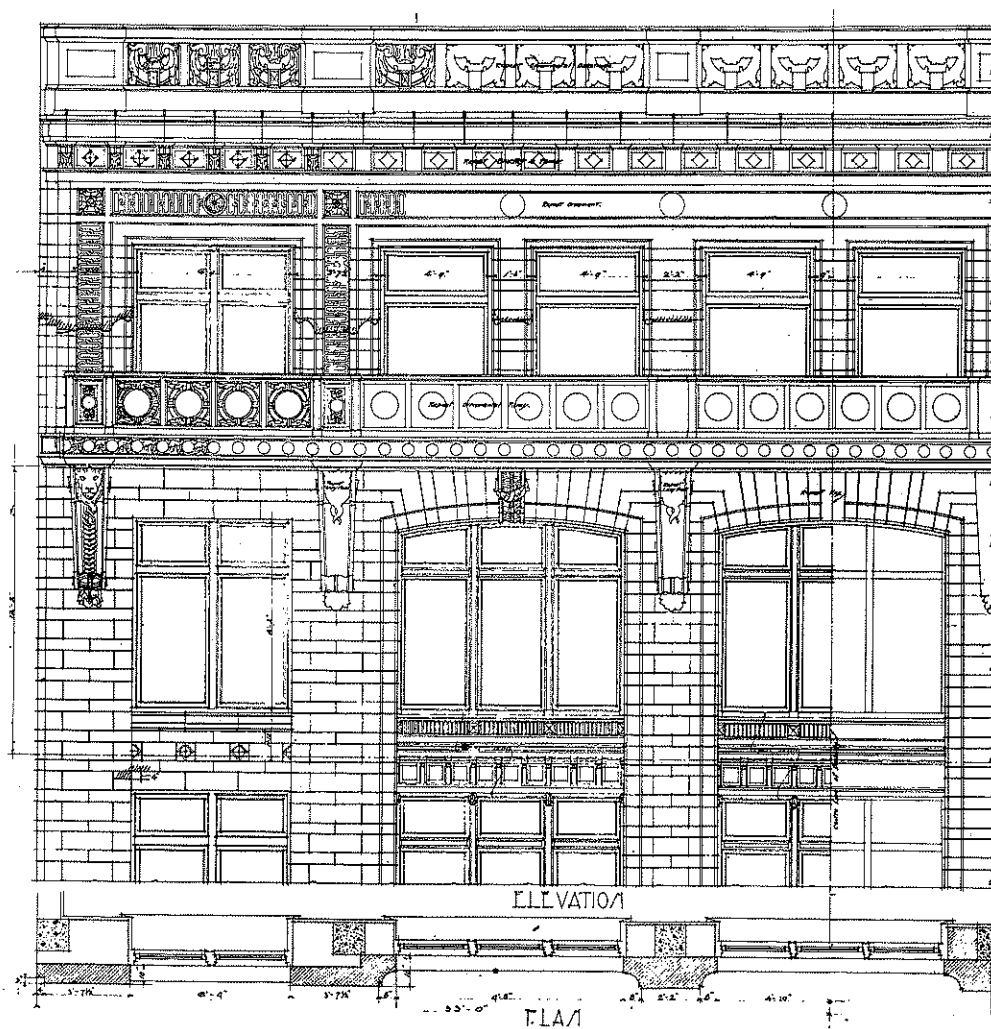
The buildings illustrated in this number reveal the high standard set by the profession, while others in the course of erection plainly demonstrate that a decided step forward has been made along the lines of dignified and artistic architecture.

Birks Building, Ottawa.—The new Birks building is a reinforced concrete structure designed to accommodate the business of Messrs. Henry Birks & Sons, Limited, jewelers, who occupy the ground floor, basement and half of the second floor. All floors above the ground floor are devoted to office purposes. The facade of the building is of English

terra cotta. Upon the interior the store is finished with moulded plaster ceilings supported by columns of Violet Breche marble, the slabs being 14 feet long in one piece; the floors are finished with marble mosaic, while all fixtures, counters, show cases, etc., are of mahogany. The heating is by the vapor system. All public corridors, toilets, etc., are finished in terrazzo and marble.

Canada Life Building, Ottawa.—The building for the Canada Life Company is a fireproof structure with reinforced concrete columns and slabs. The ground floor is occupied by the business offices of the Canada Life Assurance Company, the upper floors being subdivided for private offices. The entrance hall is panelled in Missisquoi marble with marble mosaic covering the entire ground floor. The walls of the business office are panelled with African mahogany, the ceiling beams and cornice being richly modelled in plaster. The front of the building is finished in English semi-glazed terra cotta, and was one of the first high buildings to be erected on Sparks street.

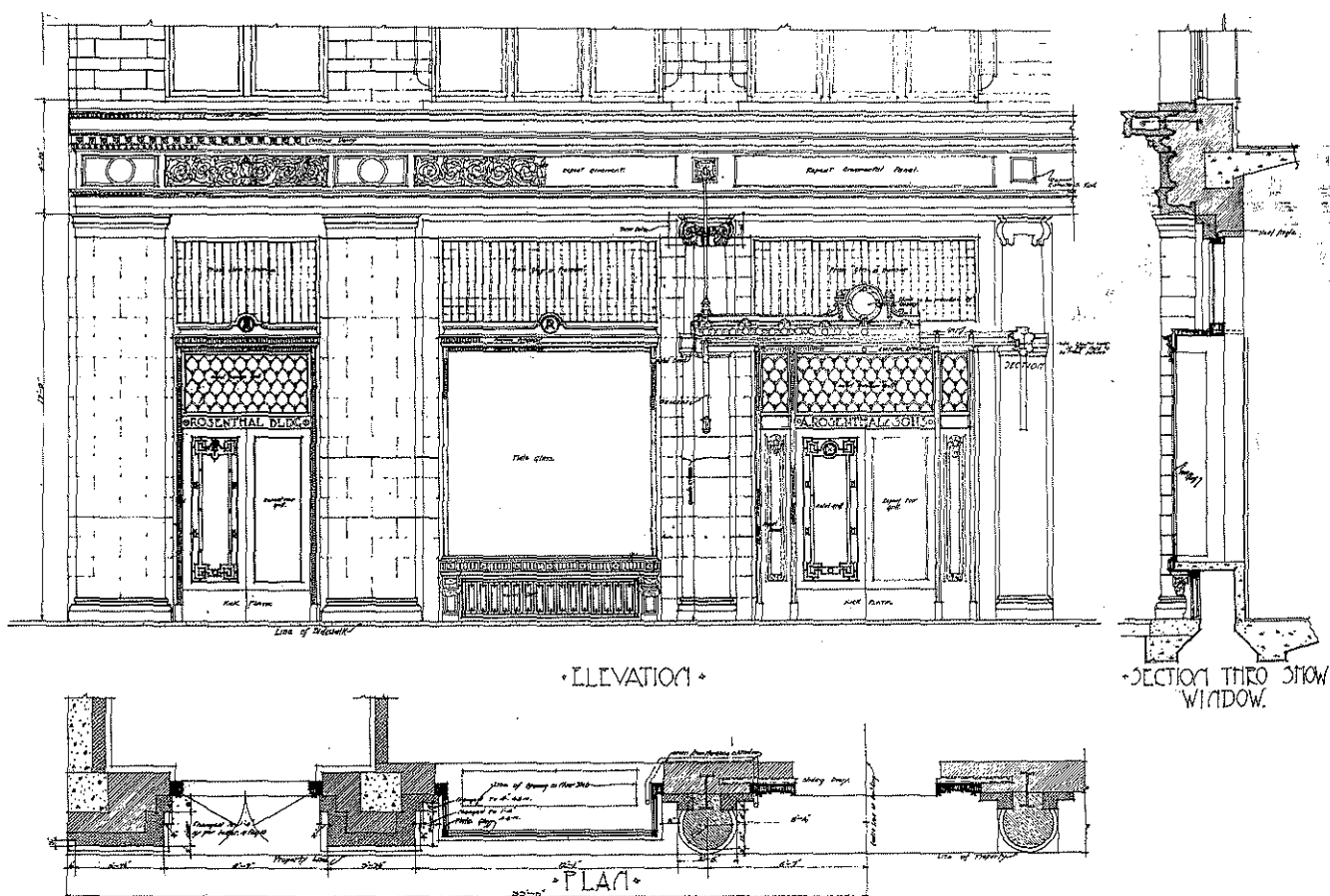
One is led to believe that the new impetus to building will bring about a wholesome atmosphere conducive to an artistic centre. It is already noticeable in the business sections, the hotel and apartment districts and throughout the home territory. With the proper selection of a design for the new departmental buildings, Ottawa will undoubtedly become one of the most beautiful capital cities of the world.



DETAIL OF CORNICE AND BALCONY.

BIRKS BUILDING, OTTAWA, ONTARIO.

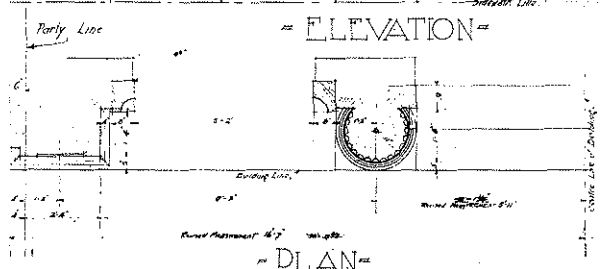
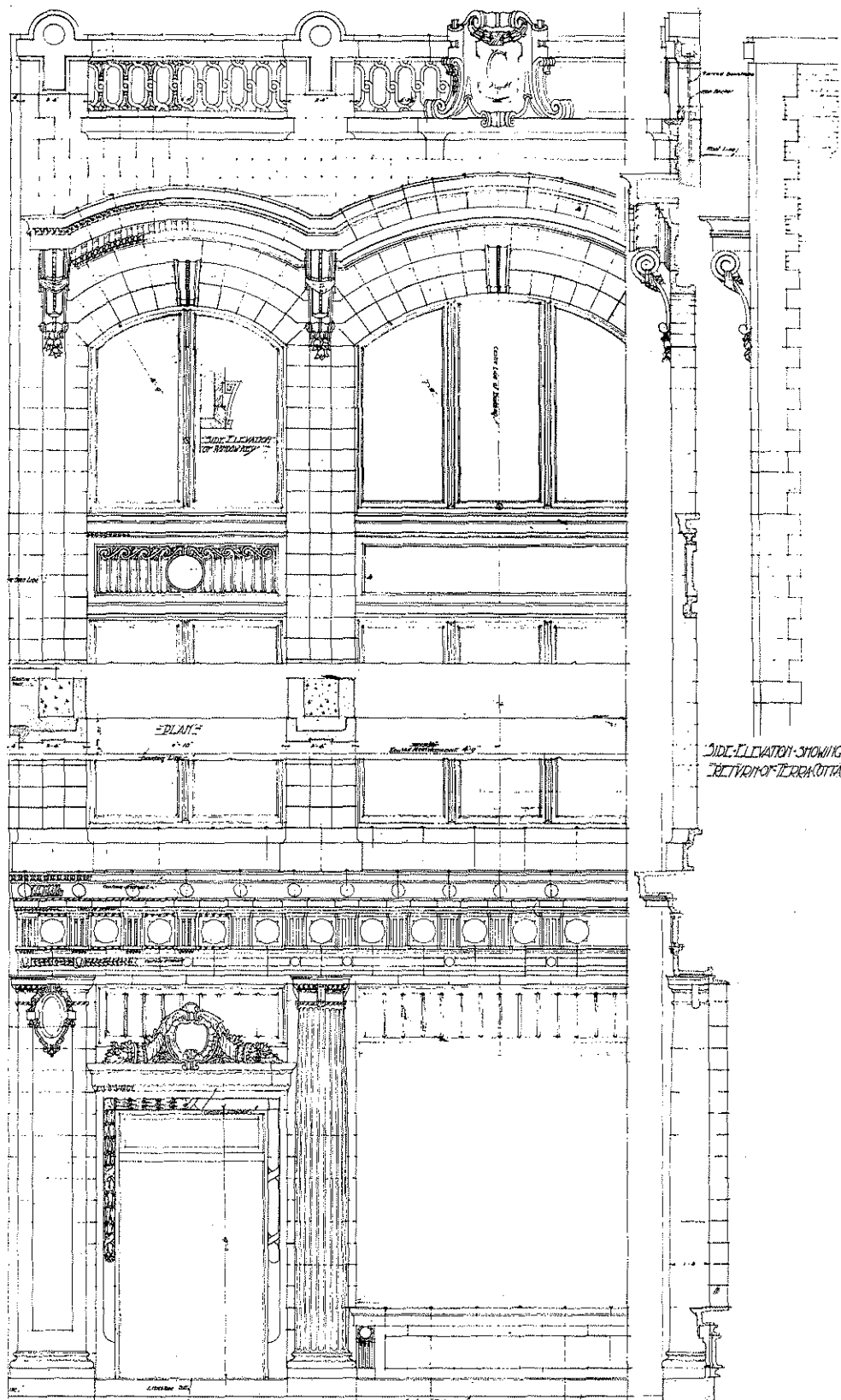
WEEKS & KEEFER, ARCHITECTS.



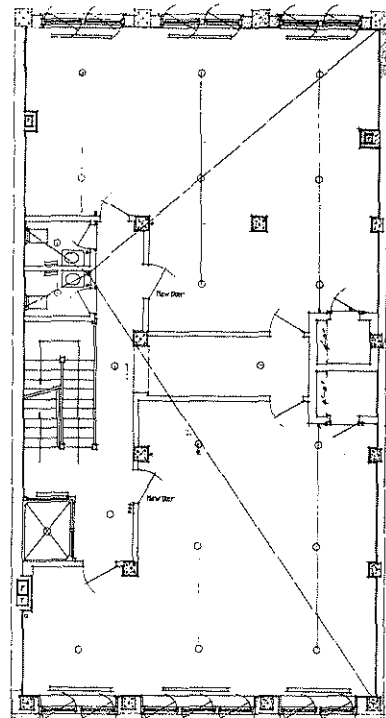
DETAIL OF FIRST STORY.

BIRKS BUILDING, OTTAWA, ONTARIO.

WEEKS & KEEFER, ARCHITECTS.



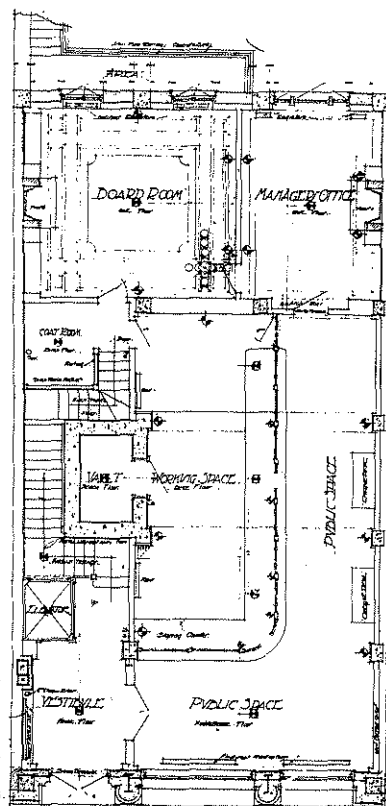
BUILDING FOR THE CANADA
LIFE INSURANCE COMPANY LIMITED
SPARKS STREET OTTAWA
3/4 INCH SCALE DETAIL OF
MAIN FACADE DRAWING NO 13
WEEKS & KEEFER ARCHITECTS
229 SODAS STREET OTTAWA



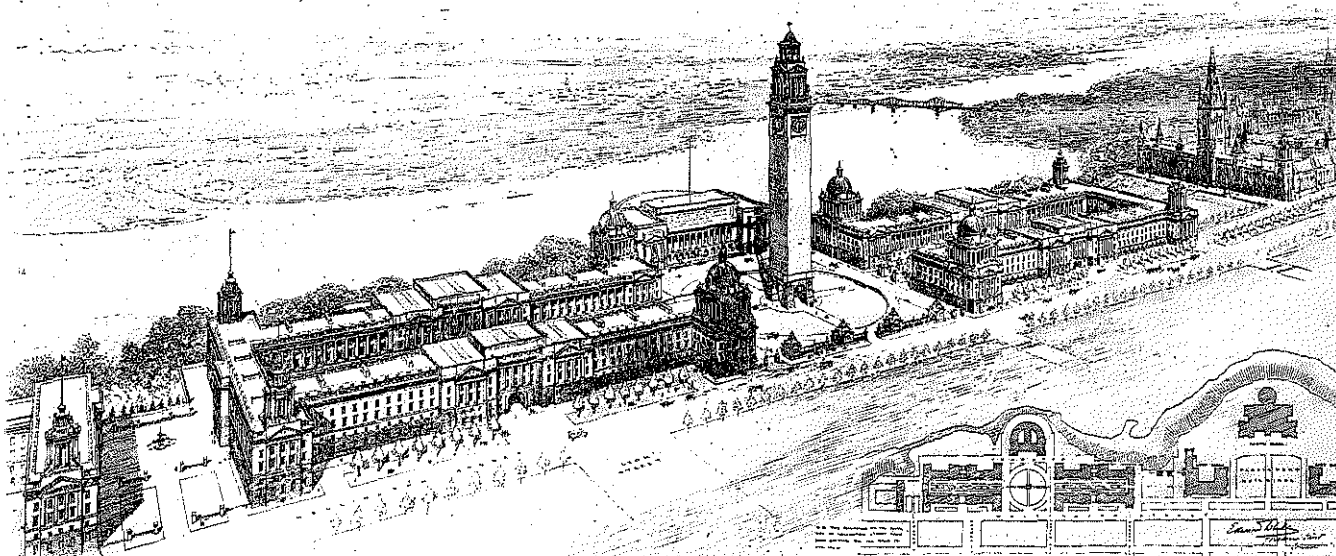
TYPICAL FLOOR PLAN.

CANADA LIFE ASSURANCE
BUILDING,
OTTAWA, ONT.

WEEKS & KEEFER, ARCHITECTS.



FIRST FLOOR PLAN.



PERSPECTIVE VIEW OF PROPOSED SCHEME, BY E. WHITE, ARCHITECT.

The Replanning of Ottawa

FOR some time the replanning of Ottawa has been the cause of a great deal of discussion and consideration by the people of the Federal Capital. Particularly has this been the case during the past year, since it became apparent that the Government must enter upon an extensive building programme if it is to cope with its great need of office accommodation. At present a great number of private buildings are rented to supply office space and this arrangement does not prove at all satisfactory because of the scattering of departments and branches thus necessitated over various portions of the city. The volume of Government business is rapidly increasing, due to the remarkable growth of the country.

Last year the Government expropriated a considerable tract of land west of Parliament Hill, the area extending from the cliffs which overlook the Ottawa River to Wellington street. It is somewhat less in width than the portion commonly known as Parliament Hill, which also stretches from Wellington street to the cliff. The new district extends along Wellington street approximately 1,700 feet.

How to best utilize this new area for departmental buildings is the question that has brought the discussion of replanning the city to an issue. N. Cauchon, of the engineering firm of Cauchon & Haycock, is preparing plans of the city and surrounding localities for the Government. The primary object is to provide a map for the guidance of the Provincial Railway and Municipal Board in passing upon plans of new subdivisions, as well as to form a groundwork for the future improvement of Ottawa and outskirts in keeping with the artistic and practical needs of our Capital City.

It is believed that when this new map has been

submitted to the Government, steps will be taken to provide a commission with authority over the entire question of improving the layout of the city. It has been the cause of considerable regret that when the Houses of Parliament and the East and West Blocks were built no provision was made to have a wide central avenue leading through the city to them with ample provision for a monumental approach to the main building and Parliament Square. Excellent use is made of similar opportunities in other capital cities, but in Ottawa, Metcalf street, which could have formed such an approach, is slightly out of line. Prominent architects who visit the city invariably express their regret that at the time when land was comparatively inexpensive this street was not sufficiently widened to permit of proper treatment.

Mr. Cauchon recently gave a lecture before the Women's Art Association in which he advanced a scheme to provide against a similar mistake in the new group of departmental buildings. He suggested the widening of Lyon street, which parallels Metcalf street four blocks further west, into a broad boulevard running through a central portion of the city and having for its focal termination the main feature of the new departmental group. The treatment would be somewhat similar to the Champs Elysees in Paris, which forms an impressive vista from the Arc de Triomphe to the Louvre. The main feature in the departmental group would form a commanding position when looking up the widened Lyon street, which could be called the King's Way.

The Dominion Government recently engaged the services of Mr. E. White, of England, who—assisted by Sir Aston Webb—prepared a plan for the treatment of the lands recently expropriated. One of the accompanying illustrations shows their



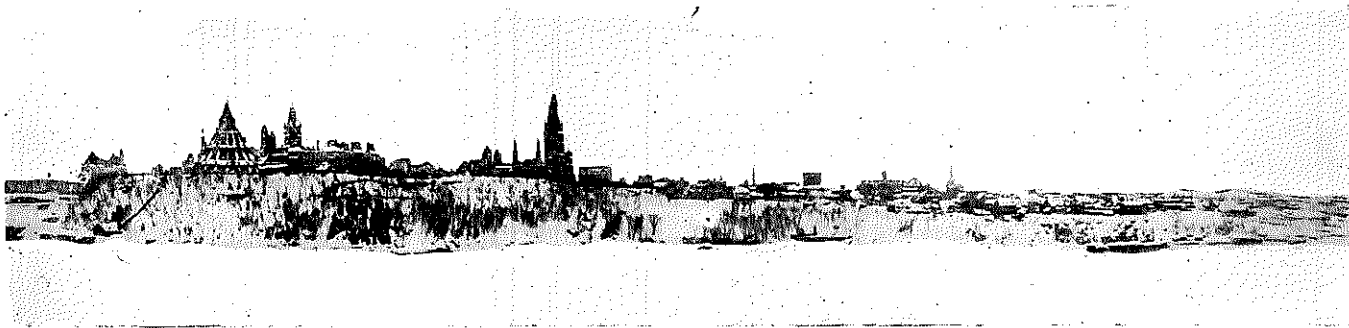
CANADA LIFE
ASSURANCE
COMPANY,
OTTAWA, ONT.

WEEKS &
KEEFER,
ARCHITECTS.



OTTAWA HUNT CLUB,
OTTAWA, ONTARIO.

WEEKS & KEEFER, ARCHITECTS.



SKETCH SHOWING EXISTING BUILDINGS.

plan as submitted to the Government—a view from the south. A second sketch shows the view from the Quebec side of the Ottawa River as the cliffs appear to-day, and a third as they would appear with the erection of the proposed buildings.

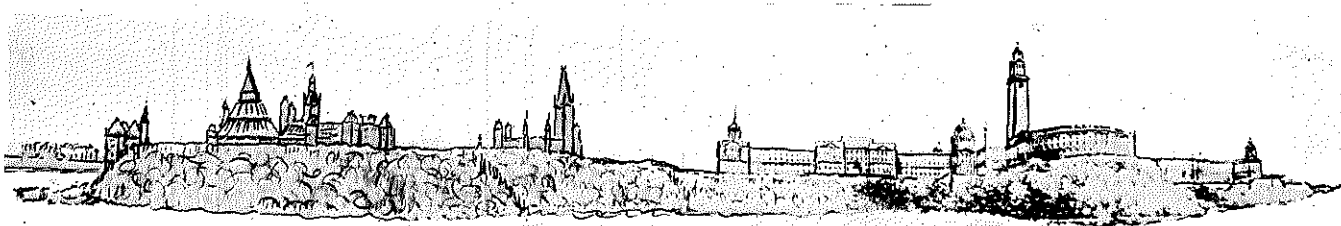
Mr. Cauchon, in discussing these plans, considered them to be wrong in principle. He argued that in the treatment of extending flat surfaces, long horizontal lines should not be used since they only tend to accentuate the flatness, but that vertical lines should predominate in the composition to balance the low effect of the natural conditions. He maintained that the proposed buildings are wrong also in plan because no advantage is taken of the city streets in order to provide focal points for the existing vistas.

He stated further that the plans were wrong in style, being a very modern Renaissance, and would not harmonize with the Gothic architecture of the Parliament Buildings, which naturally form the keynote to the whole composition. The central tower was also criticized as not being an integral part of the building and lacking ostensible function. He suggested a style of architecture that, while not necessarily of the Ogival Gothic which prevails in the main Parliament Buildings, would be of a transitional character naturally evolved from it. For example, he cites the early French Renaissance, which combined adaptability of plan and openings to modern needs. A tall building was recommended along Wellington street somewhat similar to the Chateau Laurier, roughly outlined in composition with towers facing the vistas and curtain walls between.

For the river elevation the idea was advanced to

have a series of masonry terraces to the water's edge, the architectural lines of which should be carried around the face of the present promontory on which the existing Parliament Buildings are located. This irregular promontory would be cut back in order that the lower stories might not be foreshortened as they now appear when viewed from the opposite side of the river. Such a treatment with an embankment driveway along the water's edge would unite the present and the future buildings in one architectural composition with the river as the common plane. Mr. Cauchon explained how this was particularly desirable from the fact that the new buildings would be on a bench some 40 or 50 feet lower than the present buildings, and unless united to the former in a comprehensive composition would always appear as a disjointed grouping.

Mr. Cauchon said that the architects in all parts of the Dominion should take an even greater interest than heretofore in the Federal Government buildings. He urged that they express their views freely, in order that the public may become enlightened and co-operate with them in raising the artistic standard of our public buildings and make them representative of Canada's great growth. He strongly urged that the design of all great public buildings should be on a competitive basis, giving the public a chance to get the best and the architects an opportunity to produce structures of artistic and practical merit. It is only in the case of public buildings that there is an opportunity of designing idealistic work. With strong, wholesome criticism from the profession and united action on the part of all deeply interested, the development of Ottawa will be along wholesome and practical lines.



SKETCH SHOWING PROPOSED ADDITION.